

CONFIDENTIAL

COUNTRY Germany (Soviet Zone)

REPORT NO. [REDACTED]

TOPIC Staaken Airfield

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25X1X

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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No Change in Class. ☐

☐ Declassified

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By: 2A

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1. On 19 February 1951, flying activity started at the Staaken (N 53/Z 65) airfield at 9 a.m. Nine aircraft took off in flights of three at intervals of about 10 seconds between each formation. Thereafter, 15 planes took off individually at intervals of about 5 to 10 seconds. The aircraft were IL-10's with white tips on the tail unit and numbers on the fuselage. Their propeller hubs had no special color. Twenty of the planes flew in three formations heading south. Shortly afterward an individual plane took off and towed a sleeve target on a line about 100 meters long. Two aircraft flying in formation approached the sleeve target from the side firing a burst of about 12 to 15 rounds. After firing, the planes turned and again attacked the sleeve target diagonally from the front. The aircraft were flying at an altitude of about 1,000 meters.
2. Intensive flying activity continued until 5:30 p.m. on 19 February. At 12:20 p.m. a plane towing a sleeve target again took off from the field. Another individual plane approached the sleeve target obliquely from the front and fired a burst of fire. When the towing plane passed over, source saw that the sleeve target was ragged. The attacking plane was flying at an altitude of between 700 and 1,000 meters.
3. On 20 February, flying started at 2 p.m., but no details were observed. Two twin-engine transports coming from the west landed at the field at 5:30 p.m.
4. At 6 p.m. on 22 February, fuel was being pumped from five medium-sized railroad tank cars at the Dallgow-Doberitz (N 53/Z 65) railroad station into tank trucks. After being filled, the five tank trucks left for the Staaken airfield. Their numbers could not be determined. Source thought it conspicuous that the spur track in the northern section of the field was not used for this operation. He believed that the fuel pumped was probably motor vehicle fuel. Source knew that there were two underground fuel dumps at the field, one west of the last hangar, and the other south of and about in the middle of the hangars.

SECRET/CONTROL/US OFFICIALS ONLY 25X1A

2

last hangar on the western side of the field. Six planes were parked in a N-S line 50 meters farther to the east and 50 meters further east the remaining four planes. A biplane was standing in the southeastern corner of the field. The hangars were closed. Three sentries guarded the underground fuel dump in the northern section of the field. *

25X1A

* Comment. The report indicates that the occupation and the status of the field have not changed. The airfield is still occupied by one ground attack regiment and one air transport squadron. The ground attack regiment is equipped with at least 46 IL-10s.